



THE PORT AUTHORITY  
OF NEW YORK AND NEW JERSEY



ORIGINAL SIGNED & SEALED BY  
N.Y. P.E. (OR R.A.)

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THE OFFICE OF  
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P.C.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the firm, this 11th day of November, 1997.

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I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF ONE OF THE CONTRACT DOCUMENTS SUBMITTED AS PART OF CONTRACT NO. WTC-945-071 FOR THE FORN BUREAU DRAWINGS EXISTED AT THE TIME THE SAID CONTRACT WAS EXECUTED BY THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY.

DATE: 11/17/97 *William A. Allen*  
11/17/97 *William A. Allen*  
ENGINEER OF DESIGN

12/12/97 ADDED F.A. NOTES  
11/17/97 ISSUED FOR BID

| No. | Date     | Revision       | Approved |
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Engineering Department  
Design Divisions

The  
World  
Trade  
Center

STANDBY POWER  
5 WORLD TRADE CENTER

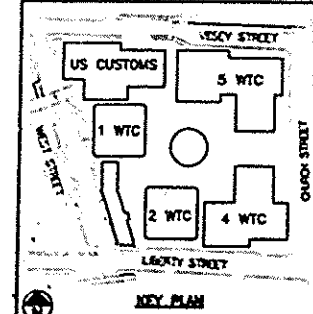
MECHANICAL  
GENERAL NOTES

This drawing subject to conditions in contract. All inventions, ideas, designs and methods herein are reserved to Port Authority and may not be used without its written consent.

| J.D.        | M.A.R.   | Check by |
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Date: 11/17/97 Scale: NONE

Contract Number: WTC-945-071 Drawing Number: MO-02



# 5. FILTRATION, DOWATERING AND FUEL STABILIZATION SYSTEM

- A) SYSTEM DESCRIPTION: CONTRACTOR SHALL PROVIDE A FACTORY ASSEMBLED AND TESTED SYSTEM FOR THE CONTINUOUS FILTRATION AND DOWATERING OF THE STORED EMERGENCY FUEL. THE SYSTEM SHALL BE DESIGNED TO MAINTAIN THE FUEL TEMPERATURE AT OR ABOVE 50°F. THE SYSTEM SHALL BE DESIGNED TO MAINTAIN THE FUEL TEMPERATURE AT OR ABOVE 50°F. THE SYSTEM SHALL BE DESIGNED TO MAINTAIN THE FUEL TEMPERATURE AT OR ABOVE 50°F.
- 1) WATER REMOVED FROM THE FUEL SHALL BE STORED IN A CORROSION PROOF DOUBLE WALL CONTAINER UNTIL DISPOSAL CAN BE ARRANGED.
- B) DETAILED MECHANICAL SPECIFICATION: ALL OF THE COMPONENTS DESCRIBED HEREIN SHALL BE FACTORY MOUNTED ON A STRUCTURAL STEEL BASE WITH INTEGRAL STEEL SUPPORTS. THE SYSTEM SHALL BE DESIGNED TO MAINTAIN THE FUEL TEMPERATURE AT OR ABOVE 50°F.
- 1) ALL OF THE COMPONENTS DESCRIBED HEREIN SHALL BE FACTORY MOUNTED ON A 1/4" STRUCTURAL STEEL BASE WITH INTEGRAL STEEL SUPPORTS. THE SYSTEM SHALL BE DESIGNED TO MAINTAIN THE FUEL TEMPERATURE AT OR ABOVE 50°F.
- 2) THE CONTRACTOR SHALL PROVIDE THE BASE IN PLACE AT TIME OF INSTALLATION TO MAINTAIN THE GENERATION OF NOISE BY THE PUMPS.
- 3) THE CONTAINMENT LIP AND BASE SHALL EXTEND BEYOND ANY FITTING, VALVE, PUMP OR STRAINER. ANY FUEL LEAKING FROM ANY COMPONENT, FITTING, OR PACKING IN THE SYSTEM SHALL BE CONTAINED BY THIS BASEPLATE.
- 4) A LIQUID DETECTOR SHALL BE FURNISHED TO PROVIDE AN AUDIBLE AND VISUAL ALARM SHOULD ANY LIQUID ACCUMULATE WITHIN THE BASE. LEAK DETECTOR EQUAL TO PREFERRED UTILITIES MODEL RBS-WH.
- 5) THE FUEL MAINTENANCE SYSTEM SHALL CONNECT TO EACH MAIN STORAGE TANK AT THE LOWEST POINT IN THE TANK SO THAT ANY WATER ACCUMULATING FROM LEAKAGE, CONTAMINATED DELIVERY, OR CONDENSATION WILL BE DRAWN INTO THE FILTER AND DOWATERING SYSTEM. A SEPARATE SUCTION PIPE TERMINATING APPROXIMATELY 6 INCHES ABOVE THE LOW POINT OF THE TANK SHALL BE USED AS THE INLET TO THE FUEL OR REMOVAL PUMP. THE REMOVAL PUMP SHALL BE USED AS THE INLET TO THE FUEL OR REMOVAL PUMP. THE REMOVAL PUMP SHALL BE USED AS THE INLET TO THE FUEL OR REMOVAL PUMP.
- 6) UPON ENTERING THE FUEL MAINTENANCE SYSTEM, THE FUEL SHALL PASS THROUGH A DUPLEX STRAINER. THE STRAINER SHALL BE DESIGNED TO MAINTAIN THE FUEL TEMPERATURE AT OR ABOVE 50°F.
- 7) AFTER LEAVING THE DUPLEX STRAINER, THE FUEL SHALL ENTER A SEALED FILTER AND DOWATERING UNIT. THIS UNIT SHALL BE HOUSED IN A RUGGED, EPDM COATED STEEL ENCLOSURE WITH REMOVABLE GASKETED COVER, AND FITTED WITH AN INTEGRAL WATER CONTAINMENT LIP AND ELECTRICAL WATER DETECTOR.
- 8) THE FUEL SHALL FIRST PASS THROUGH A TURBINE TYPE WATER SEPARATION UNIT TO REMOVE LARGE WATER PROPERTIES FROM THE FUEL PRIOR TO PASSING THROUGH THE REMOVABLE ELEMENTS. THE WATER REMOVED BY THIS SEPARATOR SHALL FLOW TO THE TEMPORARY WATER HOLDING TANK.
- 9) THE OIL SHALL THEN PASS THROUGH A RESIN IMPREGNATED CELLULOSE WATER COALESCING ELEMENT DESIGNED TO REMOVE SUSPENDED WATER FROM THE FUEL AND TO DRAW THE WATER TO THE TEMPORARY CONTAINMENT LIP. THE SYSTEM SHALL BE DESIGNED TO MAINTAIN THE FUEL TEMPERATURE AT OR ABOVE 50°F.
- 10) AFTER THE WATER REMOVAL STAGES, THE FUEL SHALL PASS THROUGH A POLISHING FILTER WITH A 5% REMOVAL EFFICIENCY FOR PARTICLES LARGER THAN 2 MICRONS.
- 11) THE WATER REMOVAL AND SOLIDS REMOVAL ELEMENTS SHALL BE FIELD REPLACEABLE WITHOUT SPECIAL TOOLS. THE FILTER UNIT ENCLOSURE SHALL BE FITTED WITH A REMOVABLE TOP COVER AND NITRILE "O" RING SEAL. THE UNIT SHALL BE SUPPLIED COMPLETE WITH ELEMENTS INSTALLED AND FOUR COMPLETE SETS OF REPLACEMENT FILTER CARTRIDGES.
- 12) A DIFFERENTIAL PRESSURE INDICATOR SHALL BE INSTALLED AROUND THE FILTER UNIT TO PROVIDE A VISUAL INDICATION OF FILTER ELEMENT CONDITION. A DIFFERENTIAL PRESSURE SWITCH SHALL BE INSTALLED TO PROVIDE AN ALARM WHEN THE FILTER ELEMENTS REQUIRE REPLACEMENT.
- 13) THE FUEL MAINTENANCE SYSTEM SHALL BE PROVIDED WITH AN OIL CIRCULATING PUMP. THE PUMP SHALL BE CAPABLE OF PUMPING 12 GALLONS PER MINUTE OF DIESEL FUEL THROUGH THE FILTRATION AND DOWATERING SYSTEM.
- 14) OIL PUMP SHALL BE POSITIVE DISPLACEMENT, CAST IRON BODY, PRECISION MILLED AND GROUNDED SHAFT, MOTOR AND SHAFT GEAR, SELF ADJUSTING BUNA-N MECHANICAL PUMP SEAL, AND BALL BEARING DRIVE SHAFT SUPPORT.
- 15) PUMP SHALL BE COUPLED VIA FLEXIBLE COUPLING TO A 3/4" HP, NEMA FRAME, 1750 RPM, THREE PHASE, OPEN DRIP PROOF MOTOR.
- 16) MOTOR AND PUMP SHALL BE PRECISION ALIGNED AND MOUNTED TO A STRUCTURAL STEEL CHANNEL BASE.
- 17) THE MOTOR AND PUMP ASSEMBLY SHALL BE MOUNTED TO THE COMMON BASEPLATE VIA SYNTHETIC RUBBER VIBRATION ISOLATORS. ELECTRICAL AND PIPING CONNECTIONS SHALL BE FLEXIBLE TO MINIMIZE NOISE AND VIBRATION TRANSMISSION INTO THE BUILDING.
- 18) PROVIDE FLOW SENSORS IN THE PUMP DISCHARGE TO SIGNAL FAILURE OF THE SYSTEM.
- 19) A BRONZE BODY GEAR PUMP SHALL BE FURNISHED TO PUMP THE WATER FROM THE FILTER HOUSING TANK TO THE HOLDING TANK.
- 20) THIS PUMP SHALL BE FURNISHED WITH CARBON BUSHINGS, STAINLESS STEEL SHAFTS, AND TETON MECHANICAL SEAL. CAPACITY SHALL EXCEED THE WATER REMOVAL RATING OF THE COALESCING UNIT.
- 21) THE WATER TRANSFER PUMP SHALL BE MOUNTED AND PIPED WITH VIBRATION ISOLATORS SIMILAR TO THOSE UTILIZED FOR THE OIL PUMPS.
- 22) PROVIDE AN ELECTRICALLY OPERATED VALVE BETWEEN THE TANK AND THE WATER TRANSFER PUMP TO PREVENT LEAKAGE OF WATER INTO THE FUEL OR FUEL INTO THE WATER HOLDING TANK WHEN THE SYSTEM IS OFF.
- 23) PROVIDE RELIEF VALVES FOR EACH OF THE PUMPS. RELIEF VALVES SHALL BE SIZED TO PASS THE FULL FLOW OF THE PUMP WITHOUT OVERLOADING THE PUMP DRIVE MOTOR. RELIEF VALVES SHALL BE PIPED TO THE COMMON RETURN LINE. RELIEF VALVES SHALL BE CONSTRUCTED WITH 300 PSI BRONZE BODY, ADJUSTABLE SPRING AND STAINLESS STEEL BALL.
- 24) ALL WATER REMOVED FROM FUEL SHALL BE PUMPED AUTOMATICALLY TO A HOLDING TANK. HOLDING TANK SHALL BE POLYESTER RESIN AND SHALL HAVE A CAPACITY OF NOT LESS THAN 20 GALLONS.
- 25) HOLDING TANK SHALL BE INSTALLED IN A SECONDARY CONTAINMENT VESSEL OF EQUAL CONSTRUCTION.
- 26) THE HOLDING TANK SHALL BE EQUIPPED WITH A HIGH LEVEL SWITCH TO SOUND AN ALARM, LIGHT A LIGHT AND SHUT DOWN THE FUEL MAINTENANCE SYSTEM UNTIL THE TANK IS EMPTY.
- 27) THE HOLDING TANK SHALL BE FULLY ENCLOSED AND FURNISHED WITH A RILL PIPE FOR CONNECTION TO THE FUEL MAINTENANCE SYSTEM, A VENT TAPPING, HIGH LEVEL SWITCH, AND DR DRAIN TO ALLOW FUEL TO WITHDRAWAL OF THE WASTE WATER FOR DISPOSAL.
- 28) A WELDED STEEL CHEMICAL ADDITIVE HOLDING TANK SHALL BE MOUNTED ON THE MAIN BASEPLATE.
- 29) A POSITIVE DISPLACEMENT METERING PUMP SHALL INJECT ADDITIVE INTO THE OIL WHILE THE OIL IS CIRCULATING IN ORDER TO INSURE COMPLETE MIXING.
- 30) PUMP SHALL HAVE TOTALLY ENCLOSED 1/3 HP MOTOR, CAST IRON PUMP BODY, STAINLESS STEEL SHAFT AND TETON SHAFT GEAR.
- 31) OUTPUT OF PUMP SHALL BE ADJUSTABLE FROM 0% TO 100% OF CAPACITY TO TUNE THE AMOUNT OF ADDITIVE DELIVERED DURING EACH OPERATING CYCLE.
- 32) CONTROL SYSTEM SHALL AUTOMATICALLY OPERATE THE METERING PUMP FOR A PRESET PERIOD DURING EACH MANUALLY INITIATED ADDITIVE CYCLE TO MAINTAIN AN EFFECTIVE LEVEL OF FUEL STABILIZER IN THE MAIN TANK.
- 33) ALL PIPING IN THE FUEL MAINTENANCE SYSTEM SHALL BE SUITABLE FOR THE FLUIDS HANDLED.
- 34) FUEL PIPING SHALL BE STANDARD WEIGHT MALLEABLE IRON WITH SCREWED FITTINGS.
- 35) WATER PIPING SHALL BE COPPER WITH HARD SOLDERED SWEAT FITTINGS OR THREADED BRASS PIPE AND FITTINGS.
- 36) NO FLUIDS WITHIN THE SYSTEM SHALL BE CONTAINED BY NON-METALLIC TUBING OR HOSE.
- 37) FURNISH VALVES WHERE SHOWN ON THE DRAWINGS, AND WHERE REQUIRED FOR THE OPERATION OF THE SYSTEM AND TO ALLOW ANY COMPONENT TO BE REMOVED WITHOUT DRAINING THE ENTIRE SYSTEM.
- 38) SHUTOFF VALVES SHALL BE BRONZE BODY BALL VALVES WITH STAINLESS STEEL BALL AND STEM, 150 CLASS.
- 39) CHECK VALVES SHALL BE "Y" CONSTRUCTION, SWING TYPE BRONZE BODY WITH REMOVABLE METAL TO METAL SEAL.
- 40) FURNISH GAUGES AT THE INLET AND DISCHARGE OF EACH FILTER OR PUMP.
- 41) GAUGES SHALL BE LIQUID FILLED, 4" DIAMETER, WITH BUILT IN PULSATION DAMPENER AND STAINLESS STEEL CASE.
- 42) UNLESS OTHERWISE NOTED, ALL GAUGES FOR THE FUEL MAINTENANCE SYSTEM SHALL BE COMPOUND TYPE WITH 30" Hg VACUUM TO 15 PSI PRESSURE RANGE TO ACCOMMODATE THE EXPECTED OPERATING PRESSURES FOR THIS LOW PRESSURE SYSTEM.

## 6. FUEL OIL MANAGEMENT AND LEVEL CONTROL CENTER

- A) SEQUENCE OF OPERATION
  - 1) A CONTROL AND ANNUNCIATION SYSTEM SHALL BE PROVIDED AS DESCRIBED HEREIN TO MONITOR THE PERFORMANCE OF THE FUEL MAINTENANCE SYSTEM AND TO ALERT THE PLANT PERSONNEL OF EXCESSIVE CONTAMINATION OF FUEL SUPPLY. LOSS OF PUMP POWER FOR THE MAIN TRANSFER SYSTEM, FAILURE OF THE MAIN TRANSFER SYSTEM TO PROVIDE FLOW DAILY, FILLED FILTER CARTRIDGE OR FILLED WATER STORAGE RESERVOIR, PROVIDE A MAIN PANEL FOR REMOTE MONITORING TO DUPLICATE ALL STATUS AND ALARM INFORMATION.
  - 2) MAIN TRANSFER PUMPS
    - a) THE CONTROL SYSTEM SHALL CAUSE THE LEAD AG DRIVEN PUMP TO START WHENEVER A REMOTE CONTACT IS CLOSED INDICATING THAT THE GENERATORS ARE TO OPERATE.
    - b) UNDER AG OPERATION, THE LEAD PUMP SHALL ESTABLISH FLOW AT THE DISCHARGE OF THE PUMP SET. SHOULD FLOW NOT BE ESTABLISHED WITHIN 10 SECONDS OF A CALL FOR OPERATION, THE LEAD PUMP SHALL BE DE-ENERGIZED AND THE LAG PUMP SHALL START.
    - c) SHOULD THE LAG PUMP NOT ESTABLISH FLOW, A "TOTAL PUMP FAILURE" ALARM SHALL BE ILLUMINATED AND THE ALARM HORN SHALL SOUND, AND REMOTE INDICATION TO GENERATOR ROOM CONTROL COMPUTER AND BMS.
  - 3) PERIODIC SELF TEST OF FUEL DELIVERY SYSTEM
    - a) THE PLC CONTROLLER SHALL SIMULATE A "GENERATOR RUN" SIGNAL TO CALL THE MAIN TRANSFER PUMPS INTO OPERATION.
    - b) A CHECK TIMER SHALL START, AND AN ALARM SHALL SOUND IF THE FUEL FLOW TO THE GENERATOR SUPPLY MAINFOLD DOES NOT REACH A NORMAL VALUE WITHIN THE CHECK TIME PERIOD.
    - c) AN ALARM LIGHT SHALL LIGHT TO INDICATE THAT THE SYSTEM HAS FAILED ITS FLOW TEST CYCLE.
    - d) THIS TEST SHALL BE AUTOMATICALLY SUSPENDED IF ANY ALARM CONDITIONS ARE LOGGED DURING THE PRECEDING PERIODS OF THE FUEL MAINTENANCE AND SYSTEM TEST CYCLE.
  - 4) FILTRATION AND DOWATERING SYSTEM CONTROL LOGIC
    - a) THE OPERATION OF THE FUEL MAINTENANCE SYSTEM SHALL BE MANUALLY INITIATED WHENEVER A DELIVERY OF FUEL IS MADE TO THE FACILITY, OR AFTER THE FUEL HAS BEEN IDLE FOR A PREDETERMINED PERIOD OF TIME.
    - b) TIME OF OPERATION SHALL BE ADJUSTABLE TO MEET SUFFICIENT CHEMICALS TO TREAT 1000 GALLON INCREMENTS OF FUEL. A SELECTOR SWITCH SHALL SELECT 1000, 2000 THROUGH 9000 GALLON TREATMENT CYCLES.
    - c) WHEN THE WATER SUMP IN THE FILTER ENCLOSURE FILLS WITH WATER, A SOLID STATE WATER DETECTOR SHALL CAUSE A SILENHOD AND PUMP IN THE DISCHARGE OF THE WATER SUMP TO OPERATE, TRANSFERRING THE ACCUMULATED WATER TO THE HOLDING TANK.
    - d) IF THE WATER TRANSFER PUMP CANNOT KEEP UP WITH THE AMOUNT OF WATER BEING REMOVED, THE OIL CIRCULATING PUMPS SHALL SHUT DOWN UNTIL THE WATER CAN BE CLEARED FROM THE SUMP. NO WATER SHALL BE RETURNED FROM THE SYSTEM TO THE MAIN OIL STORAGE TANK.
    - e) AN ALARM SHALL SOUND AND AN ENGLISH LANGUAGE MESSAGE SHALL BE DISPLAYED INDICATING THAT THIS HAS OCCURRED AND THAT THE OIL IN THE MAIN STORAGE TANK HAS BECOME SEVERELY CONTAMINATED WITH WATER.
    - f) THIS ALARM SHALL REQUIRE A MANUAL RESET ACTION TO EXTINGUISH SO THAT THE ALARM WILL REMAIN VISIBLE AFTER THE SYSTEM RETURNING TO OPERATION WHEN THE WATER IS FINALLY CLEARED.
    - g) PRESSING THE "START ADDITIVE CYCLE" PUSH-BUTTON AND SELECTING THE AMOUNT OF FUEL TO BE TREATED SHALL ARM THE ADDITIVE PUMP CIRCUIT. THE ADDITIVE FEED PUMP SHALL OPERATE DURING THE NEXT CIRCULATING PUMP OPERATING PERIOD.
  - 5) AUTOMATIC TANK SELECTION LOGIC
    - a) THE MAIN FUEL OIL CONTROL SYSTEM SHALL PROVIDE FOR AUTOMATIC SELECTION OF THE MAIN STORAGE TANK IN SERVICE BASED ON THE MEASURED LEVEL IN THE TANK.
    - b) WHEN THE LEVEL IN THE MAIN TANK IN USE DROPS TO THE LOW LEVEL SETTING IN THE TANK GAUGE, THE LOGIC SHALL SWITCH TO THE OTHER TANK, PROVIDED THAT THE TANK IS ABOVE THE LOW LEVEL ALARM SETTING.
    - c) WHEN TRANSFERRING BETWEEN TANKS, THE LOGIC SHALL OPEN THE SUPPLY VALVE FOR THE TANK BEING BROUGHT INTO SERVICE. WHEN THIS VALVE IS PROVEN OPEN, THE LOGIC SHALL CLOSE THE SUPPLY VALVE FOR THE TANK BEING SECURED.
    - d) WHEN THE SUPPLY VALVES HAVE BEEN PROVEN TO BE TRANSFERRED, THE LOGIC SHALL OPEN THE RETURN VALVE FOR THE TANK BEING BROUGHT INTO SERVICE. SHOULD ANY VALVE FAIL TO MAINTAIN THE CORRECT POSITION FOR THE TANK SELECTED, AN ALARM LIGHT SHALL LIGHT AND THE HORN SHALL SOUND. ALARM CONTACTS SHALL BE AVAILABLE FOR THE CONNECTION TO APPROVED ALARMS.
    - e) THE TWO TANKS WILL SHARE A COMMON FILL LINE. THE FILL LINES TO EACH TANK SHALL CONTAIN MOTORIZED VALVES. THE SECURED TANK'S FILL VALVE SHALL OPEN AND DELIVERY TO THE SECURED TANK.
    - f) THE IN-SERVICE TANK'S FILL VALVE SHALL CLOSE. LOGIC SHALL ALARM FOR A FAILURE TO CLOSE THE SECURED TANK'S FILL VALVE.
    - g) THE CONTROL SYSTEM SHALL MONITOR THE POSITION OF ALL MOTORIZED VALVES, AND SHALL ALARM SHOULD ANY VALVE NOT MOVE TO THE DESIRED POSITION WITHIN ONE MINUTE. A MESSAGE SHALL DESIGNATE WHICH VALVE IS MISALIGNED.
- B) CONTROL CABINET
  - 1) PROVIDE ONE (1) CONTROL CABINET FOR THE CONTROL OF THE PUMP SET, FUEL OIL FILTRATION SYSTEM, LEAK MONITORING AND TANK GAUGING SYSTEM. CABINET SHALL BE MODEL LCC-WH-100.
  - 2) PROVIDE FREE-STANDING FACTORY-ASSEMBLED STEEL ENCLOSURE WITH INDICATORS, CONTROL SWITCHES, INDICATING LIGHTS, AND MAIN STORAGE TANK GAUGES ON CABINET FRONT AND RELAYS, PLC CONTROLLER LOGIC AND OTHER COMPONENTS MOUNTED ON INTERIOR SUB-BASES. PROVIDE NEMA 12 CONSTRUCTION WITH FULL LENGTH LIGHTING CANOPY. THE CONTROL CABINET SHALL BE SIZED AS FOLLOWS: 60" H X 36" W X 20" D. CABINET SHALL HAVE LOCKING REAR DOOR TO ALLOW ACCESS TO INTERNALLY MOUNTED TERMINAL STRIPS, FUSES, ETC.
  - 3) CABINET SHALL BE CONSTRUCTED OF 11 GAGE STEEL WITH WELDED SEAMS. CORNERS SHALL BE ROUNDED SMOOTH AND FILLED. DOORS SHALL BE CONSTRUCTED OF 14 GAGE STEEL WITH KEY-LOCKING VAULT HANDLE AND THREE POINT LATCHES. ALL DOORS SHALL BE FULLY GASKETED TO MEET 12 STANDARDS. ALL METAL SURFACES SHALL BE CLEANED, PHOSPHATIZED, PRIMERED AND FINISHED. INTERIORS SHALL BE GLOSS WHITE ENAMEL. EXTERIORS SHALL BE GRAY TEXTURED POLYURETHANE ENAMEL TO PROVIDE RESISTANCE TO FUEL OILS, SOLVENTS AND ABUSERS.
  - 4) PROVIDE ENGRAVED PLASTIC LAMINATED NAMEPLATES FOR ALL DEVICES ON FRONT OF CABINET. NAMEPLATES SHALL HAVE WHITE LETTERS ON BLACK BACKGROUND, AND SHALL BE SECURED TO THE CABINET FRONT WITH STAINLESS STEEL RIVETS.
  - 5) ALL CABINET MOUNTED DEVICES SHALL OCCUPY THE UPPER PORTION OF THE CABINET FRONT. NO FRONT PANEL MOUNTED CONTROL ITEM SHALL BE MOUNTED LESS THAN 36" FROM THE FLOOR.
  - 6) ALL DEVICES MOUNTED WITHIN THE CABINET, INCLUDING THE LOGIC CONTROLLERS, SHALL BE UL APPROVED OR UL COMPONENT RECOGNIZED. THE CABINET SHALL BE MANUFACTURED BY NATIONALLY RECOGNIZED TRADE UNION PERSONNEL. ALL CABINET MOUNTED DEVICES AND CONSTRUCTION METHODS SHALL BE IN COMPLIANCE WITH UL 508. THE CABINET SHALL BE LABELED AS COMPLYING WITH UL 508 BY AN OSHA NATIONALLY RECOGNIZED TESTING LABORATORY (PART) SUCH AS UL ETL OR EQUAL. THE SYSTEM MANUFACTURER SHALL BE INSPECTED QUARTERLY BY A NRTL TO INSURE CONTINUOUS COMPLIANCE WITH UL 508 CONSTRUCTION REQUIREMENTS.
  - 7) PANEL SHALL BE FACTORY WIRED AND TESTED TO INCLUDE REQUIRED ITEMS TO MAINTAIN THE FUEL FLOW AND LEVEL IN THE HEADER BETWEEN SPECIFIED HIGH AND LOW LIMITS AND TO PROVIDE FOR AUTOMATIC CHANGEOVER FROM ONE PUMP TO THE OTHER AND OPERATION OF STAND-BY PUMP SHOULD THE FLOW OR LEVEL IN THE HEADER FALL BELOW THE LOW ALARM SETTING OF THE LEVEL CONTROL ASSEMBLY.
  - 8) THE CONTROL CABINET SHALL BE MANUFACTURED AND WIRED BY THE PUMP SET MANUFACTURER, NOT AN OUTSIDE PANEL SHOP. ALL NECESSARY ITEMS REQUIRED TO PROVIDE THE CONTROL SEQUENCE OUTLINED ABOVE SHALL BE MOUNTED AND PRE-WIRED WITHIN THE CABINET, INCLUDING BUT NOT LIMITED TO:
    - a) ONE (1) VOLTAGE STABILIZING TRANSFORMER
    - b) ONE (1) POWER ON LIGHT
    - c) FIVE (5) ETN TIME ELAPSE RECORDERS TO MEASURE RUNNING TIME FOR EACH MAIN AG DRIVEN TRANSFER PUMP, THE FILTRATION CIRCULATING PUMP, WATER REMOVAL PUMP, AND THE CHEMICAL FEED PUMP.
    - d) FIVE (5) PILOT LIGHTS TO INDICATE PUMP IN OPERATION FOR EACH OF THE ABOVE PUMPS.
    - e) FIVE (5) HAND-OFF AUTO SWITCHES, ONE FOR EACH PUMP.
    - f) ONE (1) PUMP CONTROL LOGIC PLC UNIT
    - g) ONE (1) LEAD PUMP SELECTOR SWITCH THREE POSITION FOR SELECTION OF TANK 1, TANK 2, OR AUTOMATIC TANK SELECTION.
    - h) ONE (1) FILL VALVE SELECTOR SWITCH THREE POSITION FOR SELECTION OF TANK 1, TANK 2, OR AUTOMATIC TANK SELECTION.
  - 9) SYSTEM MAIN DISCONNECT
  - 10) GE FANUC 9030 PLC CONTROL SYSTEM
  - 11) ALARM HORN
  - 12) FILTRATION CYCLE DURATION SELECTOR SWITCH
  - 13) CHEMICAL ADDITIVE CYCLE DURATION SELECTOR SWITCH
  - 14) PUSH BUTTONS FOR THE FOLLOWING:
    - a) FUEL FILTRATION CYCLE START PUSH BUTTON

## HEATER SYSTEM

7. A) PIPING SHALL BE SCHEDULE 40 BLACK STEEL ASTM-A53 GRADE B SEAMLESS WELDED CONSTRUCTION.
- B) HANGERS TO BE TRAPEZOID TYPE AS DETAILED WITH 1/2" RODS 10'-0" ON CENTER.

FOR CONTINUATION OF GENERAL NOTES REFER TO DWG. M1-06